



SUMMER 2005, No. 5

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Report Suspicious or
Unauthorized Activity1-866-GA-SECURE
AOPA AIRPORT WATCH

State holds hearings at Alexandria and Spitfire

Alexandria Field Airport in Hunterdon County and Spitfire Aerodrome Airport in Salem County are one step closer to being permanently preserved following public hearings that were held June 8 and 9 on the state's purchase of development rights.

According to NJDOT Aeronautics Director Tom Thatcher, the purchases can take place before the end of the year. "We were very pleased at the positive public opinion that we heard at these meetings," he said. Thatcher chaired the hearings.

Alexandria and Spitfire are part of New Jersey's "core system" of airports that base more than 90 percent of the state's more than 4,200 active general aviation aircraft. NJDOT Commissioner Jack Lettiere has expressed the state's commitment to preserving key segments of New Jersey's public use infrastructure. Since 1983, 14 public use airports have closed. The next step is final contract review and approvals.

The 76-acre Alexandria contract is for \$1.18 million; the 47-acre Spitfire Aerodrome for \$428,000. This is the first time two airports are going through the preservation process simultaneously. William Fritsche and Linda Fritsche-Castner are the owners of Alexandria and Jack and Nadine Fetsco own Spitfire.

The airports base 130 aircraft. Alexandria Field is one of the few privately owned airports in the state that has a cross-wind runway. Spitfire Aerodrome is noted for both its helicopter flight training and helicopter repair and rehabilitation work. Built in 1983, it was the last new public use airport built in New Jersey.

"New Jersey has become, far and away, the national model for developing and implementing policies and practices to help preserve and protect general aviation infrastructure," said Aircraft Owners and Pilots Association (AOPA) Vice President Roger Cohen in written testimony for both hearings.

Three airports to launch video surveillance

Aeroflex-Andover, Greenwood Lake and South Jersey Regional airports have been targeted for phase one of the new Airport Security Video Surveillance (ASVS) system in New Jersey. The statewide initiative to integrate video surveillance cameras at public use general aviation airports will provide additional security post 9/11.

Airport managers agree that more security is better. Aeroflex-Andover Manager John Flyntz of the New Jersey Forest Fire Service is definite about the system's benefit.

"We're in a unique position here," said Flyntz. "We are inside Kittatinny State Park so we have the NJ Park Rangers in addition to the Andover Police Department on patrol. We are also the base for the Huey helicopter for fire fighting. The important thing is that

(continued on page 2)



Video surveillance camera at Greenwood Lake Airport in West Milford



From Commissioner Jack Lettiere

Statewide security and general aviation

For those of us in transportation, security became a critical concern after 9/11. NJDOT established a senior staff level Office of Transportation Security in October 2004 to coordinate all state efforts for transportation security including our critical airport infrastructure. Assistant Commissioner Chet Lyszczyk heads the unit.

The new office coordinates federal, state and regional transportation security planning efforts and implements projects, financing and operations. Its staff works with government and private agencies, transportation operators, academic institutions and communities.

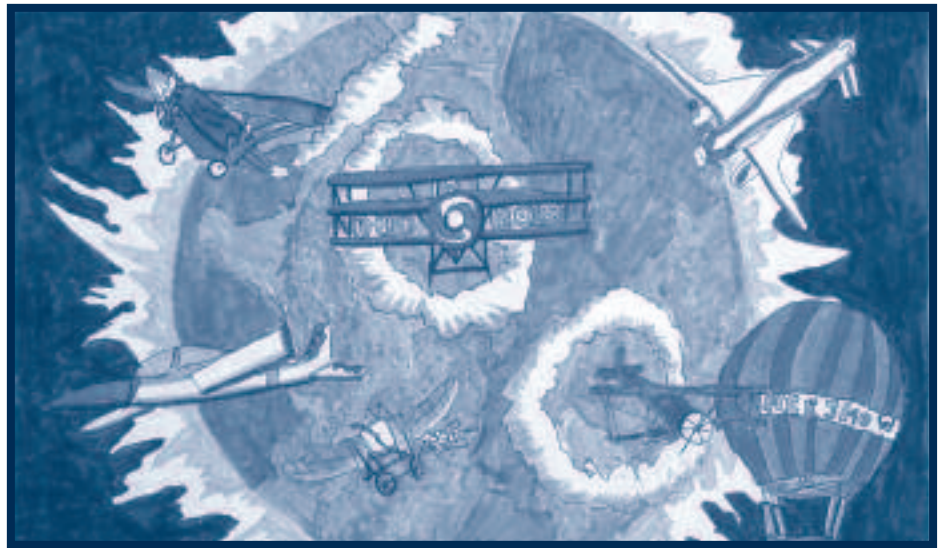
The Office of Transportation Security also works with the New Jersey Domestic Security Preparedness Task Force on transportation areas to coordinate initiatives, prevention, mitigation, response and recovery activities in all aspects of terrorism preparedness.

Of course, security at general aviation airports rests squarely in your hands. Being alert to your surroundings and taking some precautionary actions will protect you, your airport and your aircraft. Some things are simple to do, for example, closing and locking parked aircraft, unattended hangars and airport gates.

And, don't forget to carry the emergency contact numbers (found in this issue) in your wallet and flight kit.

The cornerstone of the Aircraft Owners and Pilots Association Airport Watch program, for which NJDOT has provided signs for general airports, is the reporting of suspicious items and activities by calling 1-866-GA-SECURE. It's the right thing to do.

Jack Lettiere



This poster by Dustin He placed second in the six to nine year old category in the International Aviation Art competition. The Bridgewater student had placed first in the national contest.

Video surveillance

(continued from page 1)

if anything does happen at this location, we will have a recording of it."

Tim Wagner manages Greenwood Lake and South Jersey Regional airports. He sees the new system as a plus to security and a help to getting the job done.

"I am basically charged with operating, managing and developing these airports," said Wagner, "so anything that will help me is a welcome addition. Greenwood Lake has four cameras now and South Jersey will get up to 16 cameras for surveillance and security. With the Homeland Security issue, anything helps, whether it is a camera, a fence or other security device."

The technical details of the systems are straight forward.

"The system will be installed at the state's expense," said Greg McDonough, Chief,

Bureau of Inspection and Aircraft Operations, Division of Aeronautics. "It consists of fixed and tilt/pan/zoom cameras, digital recorders, wired and wireless communication relays and web/enabled video servers. The cameras will continuously monitor and record video images from multiple locations at each facility. Those images will be archived for three to six months."

This is just the beginning of the initiative to install surveillance systems at all general aviation airports in the state.

"We'll evaluate these three systems, then use the results to develop an RFP (request for purchase) for the other airports," said McDonough. "It will eventually be used by airport managers and law enforcers with access to a standard Web browser to view real-time and archived images of the airport from any computer on the Internet."

NEW JERSEY FLIGHT LOG SUMMER 2005, NO.5

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Commissioner of Transportation

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Trenton-Mercer stages full scale drill



Members of Ewing's Prospect Heights Fire Department participate in the simulated emergency exercise.

A 42-passenger plane catches fire after a landing gear collapses and crashes in flames at Trenton-Mercer Airport in Ewing. More than 20 people are dead and another 20 seriously injured.

This was the simulated exercise that more than 125 people participated in on May 21. It was part of the FAA requirement for scheduled carrier service recertification to test the airport's readiness in an emergency, including the response and cooperation of supporting municipal services. The "real" exercise takes place every three years; a "paper" exercise is held annually.

Airport and local fire companies were the first to respond to the "crash site" which quickly went to a simulated third alarm. Fire and

medical emergency units from Ewing, Hopewell, Lawrence and Mercer County responded to the alarm and set up a triage to treat and transport victims whose symptoms ranged from severe bleeding and burns, to a heart attack, dementia and death.

"It was as real as possible," said Aeronautics Director Tom Thatcher. "We need to be ready."

Airport and NJDOT staff, state, county and local government and law enforcement officials, representatives of the Federal Bureau of Investigation and the FAA also participated.

Volunteers from Hightstown High School's Junior American Red Cross Club, NJDOT and other state agencies played the role of victims, family and friends of the victims and members of the media.

Teterboro Hall of Fame adds four members

The Teterboro Airport Hall of Fame added four new members during its 32nd Annual Induction Dinner in May. They are General Richard Cosgrove, Anthony DiStefano, Colonel Earl W. Estelle and Major General Richard F. Gillis.

Many of New Jersey's outstanding contributions on the war on terror are attributed to **General Cosgrove** who retired as the New Jersey Air National Guard Commander in 2002. All the National Guard units from New Jersey serving here and in the Middle East reported to him.

Following the 9/11 attack, the Vietnam veteran was credited with the combat readiness of New Jersey's 177th Fighter Wing that took to the skies to patrol the New York-New Jersey metropolitan airways and the 108th Air Refueling Wing that prepared to go to Afghanistan.

DiStefano retired as Director of the Teterboro School of Aeronautics in 1992 after 50 years. Under his leadership the school trained pilots and aviation maintenance and electronics technicians.

The educator also pioneered the Aviation Career Awareness Program and helped organize Teterboro's Civil Air Patrol, Air Explorers and Air Force Association. He initiated cooperative college degrees with Thomas A. Edison State and Bergen Community colleges.

When the late **Colonel Estelle** retired in 1964 as Worldwide Aviation Coordinator for Standard Oil he had 54 years of experience as an aircraft pilot flying 28,000 hours over every continent and ocean under all weather conditions. The NBAA awarded him a Certificate of Safety for having flown more than 11 million miles without an accident.

Estelle learned to fly at Teterboro in 1930. After joining the Air National Guard based at Newark Airport, he entered service in World War II in 1940 where he helped initiate the airlift between India and the southwest Pacific area, flying 55 missions over the legendary "Hump". He commanded 3,500 ground personnel, 500 pilots and more than 100 aircraft.

The late **Maj. Gen. Gillis** retired in 1993 as commander of the Warner Robins Air Logistics Center at Robins Air Force Base following a distinguished 42-year career as a pilot and administrator. He had accumulated more than 5,500 hours in 38 types of aircraft ranging from T-33s to F-15 fighters.

Gillis was responsible for worldwide logistic support of C-130 and C-141 transport aircraft and F-15 fighters, including the aircraft used in Desert Shield and Desert Storm. He completed 100 combat and 170 test missions in Vietnam in 1969.

Following his term as chief of maintenance for F-102As in Okinawa, the Philippines and Thailand, Gillis returned to the US where he held executive positions in the Air Force.

The Hall of Fame honors New Jerseyans who have played an important part in the advancement of aviation nationally and internationally. Past inductees include aviation pioneers Charles Lindbergh and Amelia Earhart and astronaut Walter Schirra.



Estelle



Gillis



DiStefano



Cosgrove

Cut Out and Save

Aviation Emergency Protocol - 1

Please notify the following agencies in this order:

Local police and EMS	911
NJDOT Aeronautics	
Business hours	609-530-2900/2911
After hours*	609-882-2000
FAA via Millville FSS	800-223-0140
NTSB	973-334-6420
NJ State Police	609-882-2000

*NJ State Police

See Back Page for Other Numbers

Gimello names key issues: closures, safety, streamlining

Keeping general aviation airports in business, heightening safety measures and streamlining the airport aid process were the issues keynoter Rick Gimello outlined for attendees of the New Jersey Aviation Conference in May.

Gimello is NJDOT's Executive Director of Intermodal Services that includes aviation, maritime resources, freight safety, and outdoor advertising programs.

"Airport closures are the greatest single threat to general aviation in the United States," Gimello told the audience

"In addition to safety, our top aviation program priority is preserving our existing public use general aviation airports, especially New Jersey's 32 critical "core system" airports," he

said. The core system bases more than 90 percent of the state's active general aviation aircraft.

Gimello also announced planned future changes in NJDOT's airport aid regulations. The process will be simplified by reducing paperwork, expanding eligible projects and reducing the percent of airport owner funding.

"This initiative is part of Commissioner Jack Lettiere's program to make NJDOT more responsive and customer friendly," he said.

The Aviation Conference was sponsored by the Mid Atlantic Aviation Coalition. This year's conference was held at the Newark-Liberty International Airport in the main hall of the airport's restored historic Terminal Building 1.



Gimello

New Jersey researchers earn patent for cargo fire safety test

Two New Jersey fire safety researchers earned a U.S. patent for an invention that will provide earlier detection of fires in aircraft cargo holds.

Dave Blake and Richard Lyon, of the FAA's Fire Safety Branch at the William J. Hughes Technical Center at Atlantic City International Airport developed a test that can simulate two types of fires that might develop in the cargo hold: a smoldering (early stage) fire and a flaming (late stage) fire.

They also developed a combustion test sample for testing cargo compartment fire/smoke detectors. This test sample generates, heat, smoke and gases – the same mixture of combustion products that would typify a cargo compartment fire under flaming or smoldering conditions.

"Dave Blake and Richard Lyon have demonstrated their skills and expertise by creating this tool and securing this patent,"

said Pat Lewis, FAA program director, Airport and Aircraft Safety Research & Development Division.

"Their efforts will enhance the safety of aircraft cargo compartments, and will provide long-term benefits to aviation safety, overall."

Fires in aircraft cargo are difficult to detect before they reach the stage where they endanger the aircraft. The fires can begin very slowly, generating gases with little or no flames, heat or visible smoke. Most current cargo fire detectors are optical systems. They detect smoke, but by the time smoke is generated, the fire has advanced and the threat to the aircraft is greater.

To improve detection, sensitivity levels are turned up on the detectors, but this results in frequent false alarms, about 200 false alarms for every real fire detected. A reliable detector for this early state of fire development would provide valuable time and opportunity for the crew to make a safe landing.

Lyon, a resident of Galloway Township, is a polymer engineer and the FAA program manager for fire research. He holds several patents and has published more than 50 journals, articles and book chapters on the physics, chemistry, mechanics and flammability of polymers and their composites.

He holds masters' and doctoral degrees in polymer science engineering and a bachelor's degree in chemical oceanography, from the University of Massachusetts in Amherst.

Blake is an aerospace engineer who conducts full-scale and lab-scale fire safety research projects and has participated in on-site investigations of more than 35 aircraft accidents worldwide that have involved fire.

He holds a master's degree in aviation and management from Embry Riddle Aeronautical University and a bachelor's degree in mechanical engineering from Drexel. He lives in Galloway Township.

Visit New Jersey's flight museums this summer

A good way to learn New Jersey's flight history is to visit one of the state's many museums stocked with aviation memorabilia. Some have interactive displays or educational programs. Fly-in or drive-in and bring the family.

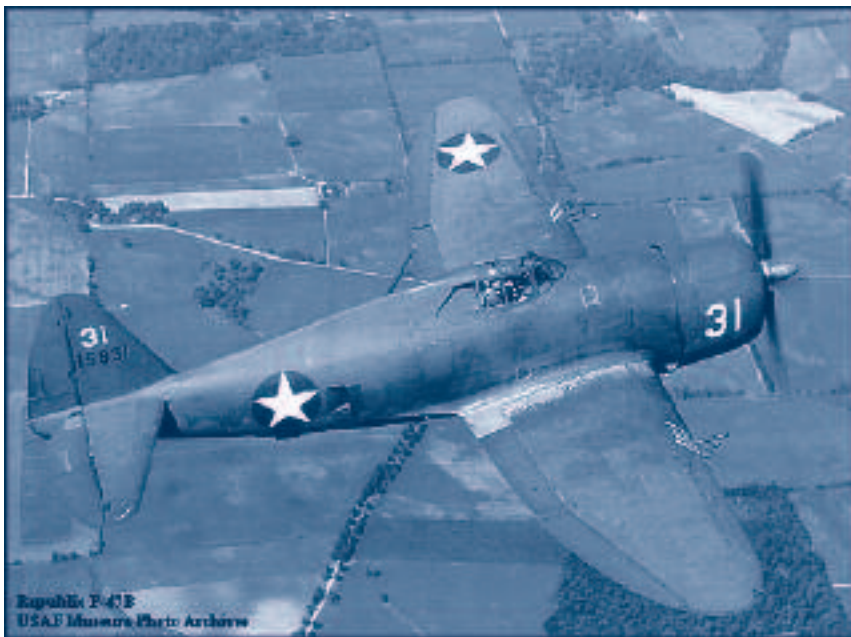
If you're in the northern part of the state, you may want to head south for a change of pace; likewise those in the south may want to head north to explore another area. Here are samplings of the museums and their contact information, from Bergen County to Burlington, Cumberland and Cape May counties.

Suit up and fly Navy. Be a "top gun" at the Naval Air flight simulation center, New Jersey Aviation Hall of Fame at Teterboro Airport in Bergen County. There's also a full-scale mockup of four stations aboard the USS Olson Vickers, where you can join the crew, sit in on a briefing and fly the mission.

The museum, open from Tuesday through Sunday from 10 a.m. to 4 p.m., has exhibits dedicated to preserving New Jersey's aviation history that include airplanes, helicopters, piston, jet and rocket engines, a satellite and astronaut uniforms. Information is available on their Web site <http://www.njahof.org/> or by phone 201.288.6344.

Turn a balloon into a jet engine. Or, learn about re-entry problems, jet engines and controls at the Lumberton (Burlington County) Air Victory Museum. "Hands on" educational classes are held every other Saturday for those more than six years old from 10 a.m. to noon.

Located at South Jersey Regional Airport, the museum houses engines, uniforms and air memorabilia from 1903 through today. There's a wind tunnel built under the supervision of the Wright Brothers and the flight suit of Major Fred Stankovich, who flew the Number 2



The P-47 Thunderbolt (the "Jug"), one of the most famous fighter planes of World War II, made its first flight on May 6, 1941. More than 1,500 pilots received advanced fighter training in the Thunderbolt and thousands of soldiers completed gunnery training at the Millville Army Air Field training grounds.

Skyhawk for the Blue Angels is on display.

View these displays from Wednesday through Saturday from 10 a.m. to 4 p.m. and Sunday from 11 a.m. to 4 p.m. For group tours, classes and fees, contact the museum by e-mail info@airvictorymuseum.org, or phone 609.267.4488 or view their Web site www.airvictorymuseum.org

View the "Jug" training grounds. For World War II history you'll want to see, visit Millville Army Airfield Museum at Millville Municipal Airport, Cumberland County that served as a training base for the P-47 Thunderbolt. Called the "Jug" it was known for its ruggedness, and its ability to absorb severe battle damage while still flying.

The museum at America's first defense airport is open Tuesday through Sunday from 10 a.m. to 4 p.m. or by appointment.

Contact the museum by e-mail at museum@p47millville.org or their Web site at www.p47millville.org or phone 856.327.2347.

Time travel to 1943. Open seven days a week, the Naval Air Station Wildwood Foundation (NASW) Museum in Cape May, New Jersey's southernmost county, features World War II military aircraft, aircraft engines and artifacts. NASW's mission is to restore the wooden hangar #1 at the Cape May County Airport, Lower Township to honor the 41 Naval airmen who died while training there during the war.

Hold August 13 open for the annual drive-in/fly-in AirFest at the airport. The festivities will begin at 8:30 a.m. with a pancake breakfast and continue with other activities until 4:30 p.m. For information, send an e-mail to aviationmuseum@Comcast.net or access their Web site www.usnasw.org/ or call 609.886.8787.

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NEW JERSEY FLIGHT LOG

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Mystery-Pix

Can you name this airport and identify what was being done there during World War II? Answer in next issue.

Last issue's Mystery-Pix

Last issue's Mystery-Pix was of a unique experimental class flying-wing airplane that was built at Sky Manor Airport in the 1970s. The only two flights that we know of ended in emergency landings. The design was inspired from old magazine pictures of a 1930's flying wing airplane called the ARUP.

This issue

This Mystery-Pix is a tough one, so here is a hint. This is one of several very large and important airports that were constructed in New Jersey to support the US war effort in World War II.

Cut Out and Save

Aviation Emergency Protocol - 2

Other helpful numbers:

Allentown FSDO*	610-264-2888
Philadelphia FSDO*	610-595-1500
Teterboro FSDO*	201-556-6600
NJDEP	877-927-6337
Report Suspicious Activity	866-GA-SECURE

*Flight Standards District Office



Got an interesting New Jersey aviation picture? Send it to the NJ Department of Transportation, Division of Aeronautics, P.O. Box 610 Trenton, NJ 08625-0610 for possible publication here.